

## **IV. Logistics**

### **A. Organization**

Logistics Section Chief: Jim Hammer

Supply/Alternate Logistics Section Chief: Richard Murray

Communications Unit Leader: Dave Blanch

Communications Assistant: Dan Long

General Assistant: Brian McAullife, Brian helped out with numerous Logistics needs, Radio operation and with Public Information

The Logistics functions performed were: Facilities, Communications, Ground Support and Supply.

### **B. Communications**

The Project ordered two cache radios kits and a repeater from the fire cache system. This was done to minimize the impact for the channels in use for the day-to-day work of the Methow Valley Ranger District. It was the best way to get an adequate amount of radios for the personnel hired for the project.

The project communication specialist spent a couple of days finding a spot for the repeater for communications between the ICP, the helibase and the Mazama and Eightmile areas. The primary location for the repeater was McClure Mountain, but that location did not provide adequate coverage for the entire project area so it was moved to Blue Buck Mountain.

The six-volt batteries for the repeater seemed to run down easily. One of the batteries came apart and it was discovered that it was several "D" cells wired together. We replaced these batteries with deep cycle automobile type batteries on the repeater and they seemed to function very well.

### **C. Facilities**

The Basement of the Winthrop Work Center was rented for the project ICP, at a cost of \$3,000 per month. We had five telephone lines installed as well as hook-up for the IBM computer system. The facilities provided enough workspace for several different workstations and briefing areas. Computers were borrowed from the Wenatchee S.O. and monitors were picked up surplus at GSA in Auburn. All computers were hooked up to the printers at the Winthrop office through the Okanogan SO office. Getting the computers to function properly required patience and the skills of computer folks from the Okanogan Valley Office. Gloria Quintall and Carol Cummingford, assisted in making the computers functional.

The Spray contractors also used a small part of the basement, which helped with the daily assignment and application communication with the air operations personnel.

The project used the Work Center parking lot which caused some congestion, but there was adequate space and additional parking areas were utilized by all project personnel to lessen the impact to the district personnel.

Washington State Department of Natural Resources had a small spray operation on approximately 1600 acres of private land adjacent to National Forest lands. They were able to utilize the basement for the brief period of time during their operation.. This helped with communication efforts with their personnel for weather information and aerial application.

The spray contractors rented a field near Mazama. For safety purposes the project elected to install a telephone line at the helibase. The contractor was required to provide some type of sanitation facilities for their employees so they rented porta potties. The only other facility that was needed at the helibase location was some type of structure for the radio operator and other personnel to operate out of during aerial application; the project was able to provide a yurt from the fire cache that worked exceptionally well.

## **D. Ground Support**

Most of the people who came on the detail brought their government vehicles from their home units. This helped considerably with the project vehicle needs. The Forest had three summer fleet vehicles that were also able to be utilized for this project.

In addition to the above vehicles, the project rented ten pickups through the contracting section at the Okanogan Valley Office. Ten rigs were requested, with one half being 4x4 and the rest 4x2. They were to be one quarter or one half ton, and to be rented for the months of June and July for approximately \$29.00 per day cost.

Frank Thompson of Rusty's Rental Cars was easy to deal with, but if he had gone over the vehicles first with his own inspection, the process would have been easier.

Most of the vehicles had been bought at auction and were 1991 to 1997 models. Rusty's paid for any mechanical problems. We paid \$29.00 per day for each vehicle and paid for tire repair and fuel. When a vehicle broke down, the down days were tracked to deduct from the final pay. Some days, over half the day was taken up working on a problem with a rental vehicle. Renting vehicles seems to be a good way to obtain vehicle needs for a short time basis. There were also breakdowns with some of the Forest Service vehicles that were brought to the project and unless the repairs were covered under some type of vehicle warranty the project occurred all costs.

### **Recommendations:**

Determine vehicle needs as soon as possible. Try to get agency summer fleet if possible. Have as many detailers as possible bring their own rigs. Take a good look at what types of vehicles are needed, and what type of roads will be driven on. If rental rigs are needed, set up a minimum road clearance, type of tire, how much tread, and any other capabilities that the vehicle is determined to need. Some of the two wheel drive one-quarter ton pickups do not have the ground clearance needed to travel all of the roads they needed to be on.

It may have made inspecting easier if the form 296 had been put in the bid package along with the amount of tire tread necessary and any other specifications that were felt necessary.

## **E. Supply**

Supplies from the 2000 program were stored at Wallowa and LaGrande Oregon. Art Anderson and Sandy Summers sent up a list of supplies needed for the project. Connie Mehmel and Jim Hammer traveled to LaGrande with a stock truck to pick up supplies before the project started. The supplies were sorted and stored at Early Winters Compound.

The fire cache at Wenatchee helped to support the project. Any supply item that is commonly carried in a fire cache should be ordered from and returned to the cache so that it would not have to be carried on the project inventory. There are still a lot of supply items that the project needs that the cache doesn't carry.

There was not a good inventory of what was left in the entomology cache to go pick up. It became apparent that a good closing inventory could really help out the next person planning a project. It would also be good to have a list of the supplies that were used so that some supplies could be ordered ahead of time. Items like aluminum tags and nails were hard to get here and would be harder if in a more remote location.

When this project was over, an inventory of the remaining supplies was conducted. A list of what items were commonly used in order to help in the logistics planning for the next project was also made.

Art Anderson went through the items at Early Winters and found items that were no longer necessary for the project. These items were surplus. Not taking these items back to the cache will save room.

**Recommendations:**

Some supplies are hard to get in remote areas. Aluminum tags, aluminum nails and plotter paper and ink cartridges for the plotter were items that we needed to order from time to time. These items seemed to take time to get. If there was a way to figure out how many of these were needed ahead of time, after it was decided which plotter was to be used, paper and ink could be ordered in such a supply to make it through the project.